



HIGH-SPEED RAIL AUTHORITY CONSIDERS ROUTE ALIGNMENT

Decision Expected at San Francisco Meeting

The California High-Speed Rail Authority received its staff recommendations on June 16 for adoption of a statewide route designed to serve the greatest number of travelers while keeping costs and travel times at their minimum for the 200-mile-an-hour train.

Board members said they will vote on the staff recommendations at a special two-day meeting on July 20 and 21 in San Francisco. When adopted, the alignment will become part of the final business plan that the Authority will present to the Governor and the Legislature by January 2000.

"We chose these route options because they provide the best combination of ridership, revenue and speed potential," said Mehdi Morshed, executive director of the Authority, a state agency established to oversee development of a statewide high-speed train system for the 21st century.

"We will review this staff recommendation and make our decision next month," said Authority board Chairman Michael Tennenbaum. "We intend to present the Governor, Legislature and the public a business plan that makes sense, is cost-effective and serves the best interests of the state."

A variety of alignment options had been under consideration over the past year. A preliminary route had been identified in December 1996, by the

California High-Speed Rail Commission, the Authority's predecessor agency.

The recommended "backbone" 200-mile-per-hour alignment includes these major elements:

- High-speed train service from Riverside to Union Station in Los Angeles, possibly in conjunction with the Southern California Association of Government's (SCAG) regional Maglev (magnetic levitation technology) proposal.
- A Tehachapi crossing via the Grapevine route near Interstate 5.

SEE ALIGNMENT CONTINUED ON NEXT PAGE

CALIFORNIA HIGH-SPEED RAIL AUTHORITY STAFF RECOMMENDATIONS FOR VERY-HIGH-SPEED ROUTE ADOPTION

Proposed System Decision Criteria

In establishing recommendations for the proposed high-speed train system, staff focused on five criteria.

- 1) Staff considered the capital costs of each alignment segment, as well as its impact on the entire system. In addition to capital costs, staff also weighed the operating and maintenance

SEE ROUTE CONTINUED ON NEXT PAGE

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HIGH-SPEED RAIL AUTHORITY REVISED MEETING SCHEDULE

Mark Your Calendars (All meetings start at 10 a.m.)

- Authority Meeting, July 20-21, Dr. Carlton B. Goodlett Place (City Hall), Room 250, San Francisco — Proposed Route
- Authority Meeting, August 18, Anaheim — Financial Plan Recommendations
- Authority Meeting, September 29, Oakland — Draft Business Plan
- Authority Meeting, October 20, Fresno
- Authority Meeting, November 17, Los Angeles
- Authority Meeting, December 15, Riverside — Final Business Plan

AUTHORITY TO HOLD 2-DAY MEETING IN SAN FRANCISCO Will Decide Proposed High-Speed Rail Route

The Authority will conduct a two-day meeting on July 20 and 21 at San Francisco's City Hall to take public comment and input on the proposed route, ask further questions of staff, and decide on the new proposed high-speed train alignment.

For more information on the meeting, please contact Dan Leavitt at 310/917-1049 or John Barna at 916/324-1541.

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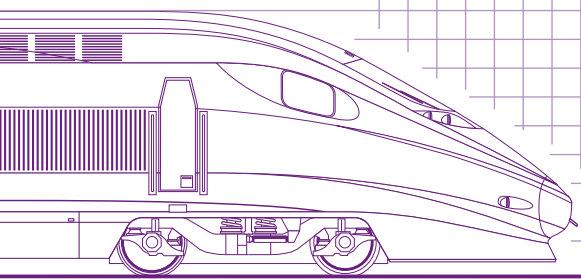
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The Authority consists of nine members: five appointed by the Governor, two appointed by the Senate Rules Committee, and two by the Speaker of the Assembly. The members are:

- Michael E. Tennenbaum, Chair
- Edward P. Graveline, Vice Chair
- Dr. Ernest A. Bates
- Jerry B. Epstein
- James R. Mills
- John P. Fowler
- William E. Leonard
- T.J. (Tom) Stapleton
- Donna Lee Andrews



ALIGNMENT *CONTINUED*

- Central Valley routing from Bakersfield to Modesto along a corridor west of State Route 99.
- A Pacheco Pass alignment from the Central Valley to the Bay Area, creating a more direct link to San Jose and a peninsula route to San Francisco. In 1996, the former commission chose a route through Altamont Pass.
- Direct service from Modesto to Sacramento along the State Route 99 corridor.

In addition, the staff recommended further study of at least three other major route options:

- Routing the Los Angeles-San Diego segment through Orange County. In 1996, the former Commission chose to bypass Orange County in favor of a Los Angeles-Riverside-San Diego loop via the Interstate 15 corridor.
- Service to Los Angeles International Airport, which ultimately may be part of SCAG's Maglev route.

ROUTE *CONTINUED*

costs of the segment(s). Wherever possible, staff recommends reducing the capital costs of individual segments and the system overall.

2) Ridership is the second criteria staff has applied to its recommendations. Increasing operating speeds and reducing trip times yield greater ridership. In addition, staff has sought to propose a system that serves as many of the state's major population centers as possible.

3) Revenue is closely connected to ridership. Maximizing both ridership and revenue are objectives on par with controlling the capital costs of the proposed system.

4) Staff has weighed the intercity high-speed travel benefits of individual segments, as well as the system as a whole. Staff considers any segment(s) that generate potential commuter ridership benefits to be an overall positive for the system. However, staff believes that serving origin and destination pairs that are principally commuter travel markets should not be sufficient justification for inclusion in the proposed system —

- East Bay options from San Jose to Oakland that may include a direct very-high-speed link or upgraded conventional rail service.

In other action related to development of its business plan, the Authority heard details of a framework for establishing a 100 mile-per-hour feeder rail network to complement the proposed 200 mile-per-hour statewide very-high-speed backbone system. The complementary feeder system would expand the impact and benefits of the full statewide system to scores of communities and millions of Californians.

The Authority also received an assessment of the implications of the very-high-speed train system for commuter routes, particularly in the Los Angeles and San Francisco Bay areas. The very-high-speed train system is envisioned as an intercity network that will connect with and enhance commuter travel in some areas, according to the analysis.

particularly when other segments may be less costly and/or generate greater ridership and revenue.

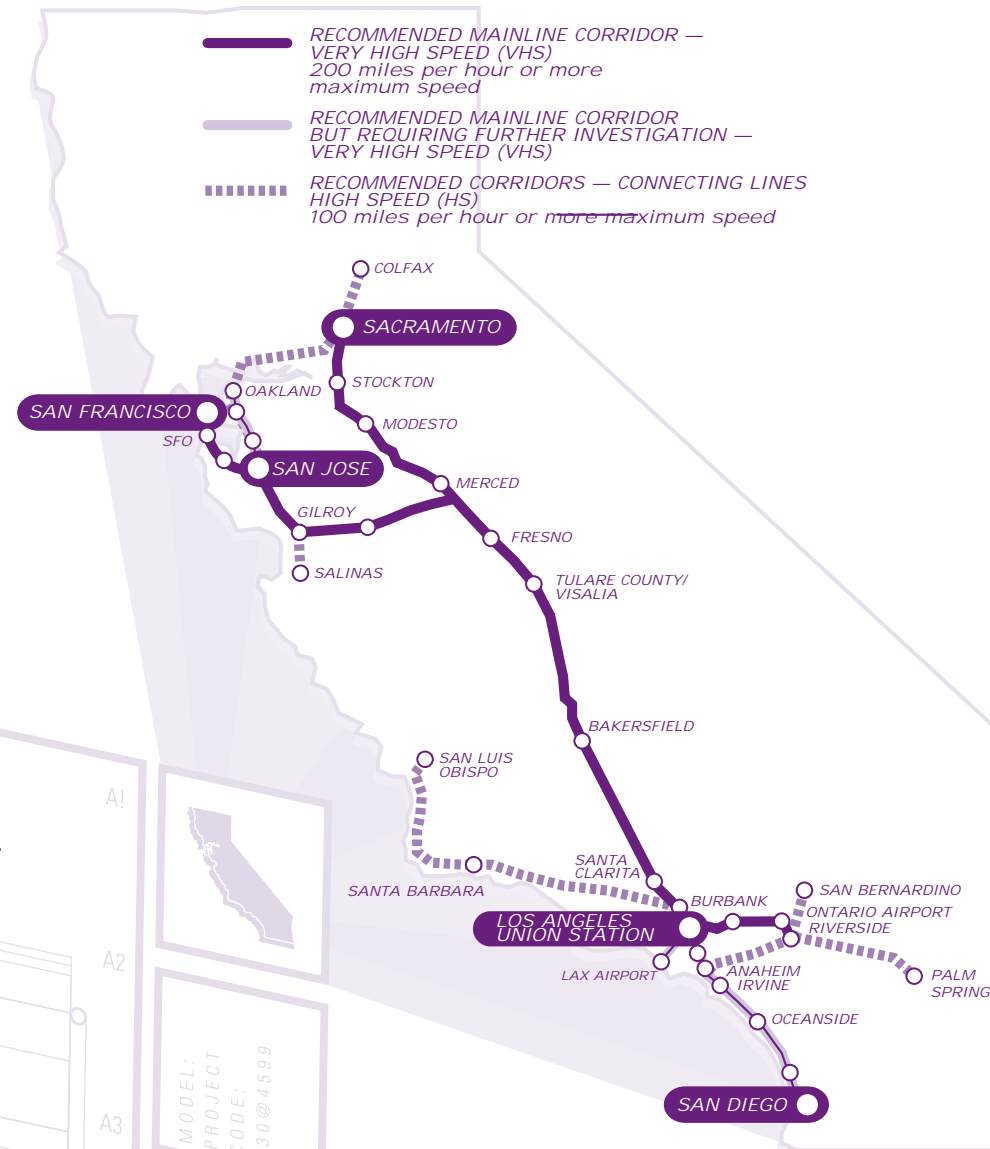
5) In proposing this very-high-speed system, staff also considered the impact of the 100-mile-per-hour high-speed rail feeder system that will connect many areas into the 200 mile-per-hour backbone system.

Proposed System Elements

1) **Central Valley (Bakersfield - Modesto):** Staff recommends the corridor west of State Route 99. This corridor is projected to have the highest ridership and revenue potential for the system and costs considerably less than any other Central Valley option.

2) **Tehachapi Crossing:** Staff recommends the I-5/Grapevine option because it is shorter, minimizes travel times, costs less, and yields higher ridership and revenues relative to other alternatives. The Antelope Valley should be connected to the VHS service by improving the existing Metrolink commuter rail service, rather than a costly, circuitous diversion of the mainline VHS system.

CALIFORNIA HIGH-SPEED RAIL AUTHORITY Staff Recommendations for Corridor Alignments



3) Union Station to San Diego via I-15 Corridor or Terminate Inland Empire High-Speed Train Service at Riverside:

Staff recommends that high-speed train service from Los Angeles Union Station to the Inland Empire terminate at Riverside, and that service to Southern Los Angeles, Orange and San Diego counties be provided via a modified LOSSAN Corridor to be further investigated. These options reduce capital costs and increase ridership and revenues.

4) Service to Los Angeles International Airport (LAX):

Staff recommends that the Authority continue to investigate how best to link LAX to the very-high-speed system. However, the Authority needs to recognize that LAX is a proposed terminus of SCAG's regional Maglev high-speed train system. Therefore, staff recommends that the Authority's consideration of

LAX should not, at this time, be part of a LAX-Los Angeles Union Station alignment, pending the results of SCAG's Maglev preconstruction studies.

5) **Service to Sacramento:** Staff recommends that very-high-speed rail continue along the State Route 99 Corridor to the downtown terminus in Sacramento. A new rail corridor would continue from Modesto along the State Route 99 corridor to the outskirts of Sacramento. Existing rail right-of-way would be used through Sacramento to the downtown terminus. A station to the east of State Route 99 would serve Stockton.

6) **Bay Area Access:** Staff recommends the Pacheco Pass because it better serves the Bay Area and has the highest ridership and revenue potential.

7) Peninsula or East Bay and Terminus Locations:

Staff recommends that very-high-speed service should continue up the Peninsula from San Jose and terminate in downtown San Francisco at 4th and Townsend. Staff also recommends that the East Bay receive service to an Oakland terminus. Staff recommends additional studies to determine whether a link from San Jose to Oakland will be a direct very-high-speed line or part of upgraded conventional rail service.

By adopting a proposed system, the remaining elements of the business plan can be prepared appropriately; the corridor evaluation team can fine tune the capital costs and operating assumptions; the ridership team can hone its patronage forecasts; the system integration team can propose those conventional rail corridors for improvement that will feed passengers to the very-high-speed system; the financing team can prepare a plan to fund the project and determine the economic impacts of the very-high-speed system; and the outreach team can assess how Californians view the Authority's proposed system.